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Claims

1. An electronic gearshift device of a transfer case assembly for a four wheel drive vehicle, comprising:

a motor;

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a camshaft rotatably driven by the motor;

a rail member separated from the camshaft by a predetermined distance and positioned parallel to the camshaft;

first and second forks installed on the rail member such that they are spaced apart from each other; and

a cam fitted around and supported by the camshaft to selectively operate the first or second forks on the rail member to thereby effect gearshift.

- 2. The electronic gearshift device as set forth in claim 1, wherein the cam is formed with first and second operating sections for operating the first fork to effect conversion between a four wheel driving scheme and a two wheel driving scheme, and third and fourth operating sections for operating the second fork to effect conversion between a four wheel high speed driving mode and a four wheel low speed driving mode.
- 3. The electronic gearshift device as set forth in claim 2, wherein, in the cam, the first operating section comprises a flattened surface, the second operating section comprises a concaved surface having a predetermined radius of curvature, and each of the third and fourth operating sections comprises a plane.
- 4. The electronic gearshift device as set forth in claim 1, wherein first and second springs for elastically supporting the first and second forks, respectively, are provided on the rail member.
 - 5. The electronic gearshift device as set forth in claim 1, wherein,

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adjacent to a lower end of the first fork, a plunger which is elastically supported by a compression spring is installed on a side of the first fork such that the plunger is selectively biased by the first or second operating sections as the cam is rotated.

5 6. The electronic gearshift device as set forth in claim 1, wherein a pin roller is installed on a side of the second fork such that the pin roller is selectively biased by the third or fourth operating sections as the cam is rotated.